FUEL CELL SYSTEM

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- european:	
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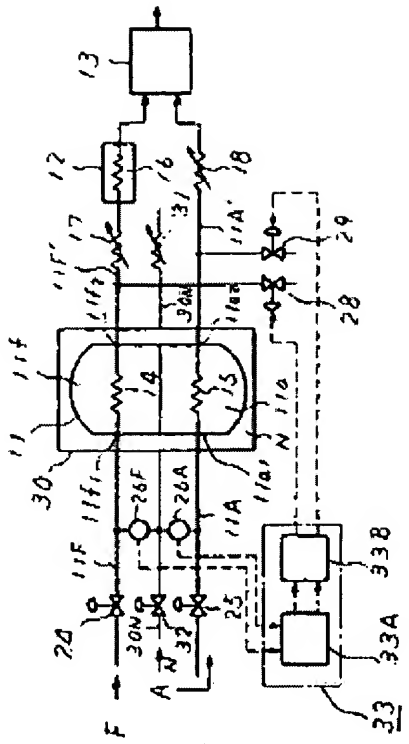
Abstract of **JP60007065**

PURPOSE:To increase differential pressure control capability without decrease of life and performance of a fuel cell system by detecting differential pressure generated between fuel gas and oxidizing gas which are supplied to a fuel cell, and controlling it within a safety differential pressure region.

CONSTITUTION:A fuel gas side differential pressure gauge 26F is arranged between a fuel gas supply pipe 11F and an inactive gas supply pipe 30N which are connected to a fuel cell main body 11 accommodated in a sealed container 30. An oxidizing gas side differential pressure gauge 26A is set between an oxidizing gas supply pipe 11A and the inactive gas supply pipe 30N. When a differential pressure signal detected with differential pressure gauges 26F and 26A quickly exceeds the upper limit of a safety differential pressure region, a control computing element 33A of a differential pressure controller 33 computes variation rate of differential pressure. When calculated results exceed a specified value, a fuel gas exhaust valve 28 and an oxidizing gas exhaust valve 29 are automatically opened through a controller 33B, and gas on the high pressure side is exhausted.



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DT: JPA1 PATENT APPLICATION
TIEN: FUEL CELL SYSTEM.
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PA: TOSHIBA CORP.
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AB: PURPOSE: To increase differential pressure control capability without decrease of life and performance of a fuel cell system by detecting differential pressure generated between fuel gas and oxidizing gas which are supplied to a fuel cell, and controlling it within a safety differential pressure region. CONSTITUTION: A fuel gas side differential pressure gauge 26F is arranged between a fuel gas supply pipe 11F and an inactive gas supply pipe 30N which are connected to a fuel cell main body 11 accommodated in a sealed container 30. An oxidizing gas side differential pressure gauge 26A is set between an oxidizing gas supply pipe 11A and the inactive gas supply pipe 30N. When a differential pressure signal detected with differential pressure gauges 26F and 26A quickly exceeds the upper limit of a safety differential pressure region, a control computing element 33A of a differential pressure controller 33 computes variation rate of differential pressure. When calculated results exceed a specified value, a fuel gas exhaust valve 28 and an oxidizing gas exhaust valve 29 are automatically opened through a controller 33B, and gas on the high pressure side is exhausted.
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